

**In the Specification:**

Please replace paragraph [0019] with the following paragraph.

Figure 1 is a photograph perspective view of the assembled coupler latch lock of the present invention, with a key inserted into the lock. Figure 2 is an exploded view of the coupler lock of the present invention. Referring to these figures, it can be seen that the coupler lock 10 comprises a lock body 20 and a shaft 30. The lock body 20, components that comprise the lock body, and the shaft 30 are preferably made of stainless steel, making the coupler lock resistant to corrosion.

Please replace paragraph [0023] with the following paragraph.

A housing cap 45 is also fitted into the cap opening 42 of the lock housing 35. The housing cap 45 has a number of openings. One opening 80 is for fitting of the locking plate 70, springs 74 and cam 60. Another opening 83 is for insertion of the shaft 30 of the latch lock 10. The housing cap 45 holds in place the components of the lock body 20 which have already been described. The housing cap 45 is held in place within the lock housing by any of a variety of means known in the art. In one embodiment, the securing means 85 is a set of screws or rivets inserted through the lock housing 35 into the housing cap 45.

Please replace paragraph [0025] with the following paragraph.

The coupler lock 10 is operated as described below. The narrow end 94 of the shaft is inserted into an opening in the device 100 (e.g., the latch of a trailer hitch) that is desired to be locked or secured. The shaft 30 is pushed through the opening until it ~~can~~ can't be pushed any further, normally at the point where the flange 92 of the shaft contacts the device 100. The device is preferably a latch 100 of a trailer hitch 105, the latch securing the trailer to a vehicle. A ball receiver 107 is attached to the trailer neck

105 and the latch 100 provides a securing mechanism. The latch device 100 is preferably in the closed position, meaning, in the case of a trailer hitch, that the trailer cannot be disconnected from the vehicle without moving the latch to the open position. After insertion of the shaft 30 into and through the opening in the latch 100, the lock body 20 is attached to the shaft 30. This is done by moving the lock body 20 to a point where the narrow end 94 of the shaft enters and is inserted through the shaft opening 48 on one of the sides of the housing 35 of the lock body 20. The lock body 20 is designed such that the shaft 30 can be inserted into the lock body on either of the two sides of the lock body that has a shaft opening 48. When the shaft 30 is inserted into the lock body 20, the shaft extends through the shaft openings 83 in the housing cap 45 and through the opening 72 in the locking plate 70. The lock body 20 is slidably moved along the shaft 30 until the locking plate 70 within the lock housing 35 is aligned and engaged with one of the recesses 95 in the shaft 30. At such a point of engagement, the springs bias 74 the locking plate 70 into a position such that the edge of the locking plate opening contacts the bottom 106 and the vertical edge 102 of the recess 95. Preferably, the lock body 20 is slidably moved along the shaft 30 such that the locking plate 70 engages with a shaft recess 95 that is as close as possible to the flange end 92 of the shaft. The coupler lock is adjustable for latches 100 of different widths since the shaft of the lock has multiple recesses 95, each of which can engage the locking plate 70. However, it is preferable if the lock body 20 is positioned at a point along the shaft 30 such that the locking plate 70 engages the shaft recess 95 that is located closest to the latch 100. The tapered edge 104 of each shaft recess 95 provides a camming surface for the locking plate 70 such that the lock body 20 can be slidably moved along the shaft 30, in a direction toward the flange end 92, without the use of a key 39. The tapered edge 104 of the recesses allows biasing of the locking plate 70 against the force of the springs 74 as the shaft 30 is slidably moved the lock body 20. It is also possible to unlock the locking mechanism 50, using a key 39 for example, and then slidably move the lock body 20 along the shaft 30 toward the flange end 92. When the lock body 20 is engaged in a shaft recess 95, it is not possible to then slidably move the lock body 20 in the opposite direction along the shaft (i.e., in a direction toward the narrow end 94 of the shaft) in order to remove the lock body 20 from the shaft 30. When the coupler lock 10 is so positioned, the latch 100 of

the hitch cannot be opened and the trailer cannot be removed from the vehicle. Figures 5 and 6 show the latch 100 of a trailer hitch in the closed position and the coupler lock 10 attached, as described above, locking the latch in the closed position.

Please replace paragraph [0027] with the following paragraph.

An advantage of the present invention is that the shaft 30 can be inserted from either direction, thereby allowing the user to insert the shaft through the housing cap shaft opening 45-83 from either side of the coupler. This is beneficial in that the shaft 30 can be inserted from different sides and using different hands, thereby allowing for easy application of the coupler lock 10. The figures illustrate the variable widths available and the ability to have the shaft inserted from either side.